

C L A I M S

- 1) A motor vehicle (1), which is provided with a folding top (6), which is supported by a frame (5) of the motor vehicle (1), can be set in an open position or in a closed position, and comprises an element (7) of covering, which is substantially horizontal in the closed position; the motor vehicle (1) being characterized in that the element (7) of covering is hinged at the rear to the frame (5) of the motor vehicle (1) so that it can rotate about a first horizontal axis (8) when the folding top (6) passes from the open position to the closed position or vice versa.
- 15 2) The motor vehicle (1) according to Claim 1, in which the element (7) of covering has at the rear two appendages, which are set perpendicular to the element (7) of covering, are substantially vertical in the closed position, and are hinged to the frame (5) in a position corresponding to their free ends.
- 25 3) The motor vehicle (1) according to Claim 1 or Claim 2, in which, when the folding top (6) passes from the open position to the closed position or vice versa, the element (7) of covering performs a rotation through approximately 180° about the first horizontal axis (8) with respect to the frame (5) of the motor vehicle (1).

4) The motor vehicle (1) according to Claim 1, or Claim 2, or Claim 3, in which the element (7) of covering is made up of two half-elements (11, 12), which are 5 connected together in such a way that one half-element (11) of front covering is brought to rest on one half-element (12) of rear covering when the folding top (6) passes from the closed position to the open position; when the folding top (6) is in the closed position, the 10 two half-elements (11, 12) being substantially aligned with respect to one another, and, when the folding top (6) is in the open position, the two half-elements (11, 12) being substantially set on top of one another.

15 5) The motor vehicle (1) according to Claim 4, in which the two half-elements (11, 12) are hinged together so as to rotate with respect to one another about a second horizontal axis (13) parallel to the first axis (8); when the folding top (6) passes from the open position 20 to the closed position or vice versa, the half-element (11) of front covering rotates with respect to the half-element (12) of rear covering about the second horizontal axis (13).

25 6) The motor vehicle (1) according to Claim 5, in which when the folding top (6) passes from the open position to the closed position or vice versa the half-element

(11) of front covering performs a rotation substantially of 180° about the second horizontal axis (13) with respect to the half-element (12) of rear covering.

5 7) The motor vehicle (1) according to Claim 5 or Claim 6, in which the half-element (11) of front covering is connected to the half-element (12) of rear covering in such a way that a top surface of the half-element (11) of front covering rests on a top surface of the half-
10 element (12) of rear covering.

8) The motor vehicle (1) according to Claim 5 or Claim 6, in which the half-element (11) of front covering is connected to the half-element (12) of rear covering in such a way that a bottom surface of the half-element (11) of front covering rests on a bottom surface of the half-element (12) of rear covering.
15

9) The motor vehicle (1) according to Claim 4, in which 20 the two half-elements (11, 12) are connected together in such a way that the half-element (11) of front covering performs a translation or a rototranslation to set itself on top of the half-element (12) of rear covering.

25 10) The motor vehicle (1) according to Claim 9, in which the two half-elements (11, 12) are connected together in such a way that the half-element (11) of front covering

performs a translation or a rototranslation or rotation to set itself on top of the half-element (12) of rear covering.

5 11) The motor vehicle (1) according to Claim 9 or Claim 10, in which the half-element (11) of front covering is connected to the half-element (12) of rear covering in such a way that a top surface of the half-element (11) of front covering rests, by means of a translation or a 10 rototranslation or rotation, on a bottom surface of the half-element (12) of rear covering.

12) The motor vehicle (1) according to Claim 9 or Claim 10, in which the half-element (11) of front covering is 15 connected to the half-element (12) of rear covering in such a way that a bottom surface of the half-element (11) of front covering rests, by means of a translation or a rototranslation, on a top surface of the half-element (12) of rear covering.

20

13) The motor vehicle (1) according to Claim 10, or Claim 11, or Claim 12, in which the half-element (11) of front covering is connected to the half-element (12) of rear covering by means of a pair of deformable 25 quadrilaterals (31).

14) The motor vehicle (1) according to Claim 13, in

which the half-elements (11, 12) of covering comprise a substantially horizontal central portion (29), delimited laterally by a pair of substantially vertical side portions (30); each deformable quadrilateral (31) comprising a first hook-shaped arm (32), which has one end hinged to the side portion (30) of the half-element (12) of rear covering so that it can rotate about a third substantially horizontal axis (33) and one opposite end hinged to the side portion (30) of the 10 half-element (11) of front covering so that it can rotate about a fourth substantially horizontal axis (34), a second L-shaped arm (35), which has one end hinged to the side portion (30) of the half-element (11) of rear covering so that it can rotate about a fifth 15 substantially horizontal axis (36) and one opposite end hinged to the end of a third arm (37) so that it can rotate about a sixth substantially horizontal axis (38); at the other end, the third arm (37) being hinged both to the hook-shaped arm (32) and to the side portion (30) 20 of the half-element (11) of front covering so that it can rotate about the fourth axis (34).

15) The motor vehicle (1) according to any one of Claims 1 to 14, in which the element (7) of covering comprises 25 a rigid outer frame (14), a hollow central portion (15) surrounded by the outer frame (14), and a closing body (16), which is supported by the outer frame (14) and is

mobile between a position of engagement, in which it completely closes the central portion (15), and a position of disengagement, in which it leaves open at least one part of the central portion (15).

5

16) The motor vehicle (1) according to Claim 15, in which the outer frame (14) surrounds the central portion (15) substantially on three sides.

10 17) The motor vehicle (1) according to Claim 15, in which the outer frame (14) surrounds completely the central portion (15) on four sides.

15 18) The motor vehicle (1) according to Claim 15, or Claim 16, or Claim 17, in which the closing body (16) is deformable so as to pass from a distended configuration corresponding to the position of engagement to a gathered-up configuration corresponding to the position of disengagement.

20

19) The motor vehicle (1) according to Claim 18, in which the closing body (16) comprises a flexible canvas (17), which is slidably mounted on two side members (18) of the outer frame (14) to slide between the position of engagement and the position of disengagement.

20) The motor vehicle (1) according to Claim 19, in

which a front portion of the canvas (17) is mounted on a pair of first slides (19), each of which is slidably mounted along a respective side member (18) of the outer frame (14).

5

21) The motor vehicle (1) according to Claim 18, in which the closing body (16) is of a plate-like type and comprises a set of rigid plates (20), which are hinged in a slidable way on two side members (18) of the outer frame (14) to slide between the position of engagement, in which the plates (20) are set horizontally alongside one another, and the position of disengagement, in which the plates (20) are set in a substantially vertical position packed on top of one another.

15

22) The motor vehicle (1) according to Claim 21, in which each plate is mounted on a pair of second slides (21), each of which is slidably mounted along a respective side member (18) of the outer frame (14).

20

23) The motor vehicle (1) according to any one of Claims 18 to 22, in which the closing body (16) is slidably mounted on two side members (18) of the outer frame (14); each side member comprising both a first seat (22) 25 designed to be engaged by a number of first slides (18) supporting a flexible canvas (17), and a second seat (23) designed to be engaged by a number of second slides

(21) supporting a set of rigid plates (20).

24) The motor vehicle (1) according to Claim 15, or
Claim 16, or Claim 17, in which the closing body (16)
5 comprises at least one fixed panel (39) and at least one
mobile panel (39), which is designed to slide underneath
the fixed panel (39).

25) The motor vehicle (1) according to Claim 24, in
10 which the closing body (16) comprises a single fixed
panel (39) set in a rear position and a single mobile
panel (39), which is set in a front position and is
designed to slide underneath the fixed panel (39).

15 26) The motor vehicle (1) according to Claim 24, in
which the closing body (16) comprises two fixed panels
(39), one set in a front position and one a rear
position and two mobile panels (39) set in a central
position; each mobile panel (39) is designed to slide
20 underneath a respective fixed panel (39).

27) The motor vehicle (1) according to Claim 24, in
which the closing body (16) comprises a set of fixed
panels (39) and a set of mobile panels (39); a single
25 mobile panel (39) is designed to slide underneath a
corresponding fixed panel (39).

28) The motor vehicle (1) according to Claim 24, in which the closing body (16) comprises a set of fixed panels (39) and a set of mobile panels (39); a number of mobile panels (39) are designed to slide underneath one and the same corresponding fixed panel (39).

29) The motor vehicle (1) according to any one of Claims 1 to 28, in which the frame (5) comprises a pair of vertical uprights (9), which are set on opposite sides 10 of a passenger compartment (2), carry hinged thereto the element (7) of covering, and perform the function of roll-bar in the event of the motor vehicle (1) itself turning over.

15 30) The motor vehicle (1) according to any one of Claims 1 to 29, in which at the rear of the point of hinging of the element (7) of covering there is made a housing (24), which is supported by the frame (5) and is closed by a respective lid (25), hinged so as to rotate with 20 respect to the frame (5) about a seventh horizontal axis (26) parallel to the first axis (8).

31) The motor vehicle (1) according to Claim 30, in which the element (7) of covering is made up of two 25 half-elements (11, 12), which are hinged together so as to rotate with respect to one another about a second horizontal axis (13) parallel to the first axis (8) in

such a way that a half-element (11) of front covering is folded on a half-element (12) of rear covering when the folding top (6) passes from the open position to the closed position; the element (7) of covering comprising 5 a rigid outer frame (14), a hollow central portion (15) surrounded by the outer frame (14), and a closing body (16), which is supported by the outer frame (14) and is mobile between a position of engagement, in which it completely closes the central portion (15), and a 10 position of disengagement, in which it leaves open at least one part of the central portion (15); the frame (5) supporting a rear engine compartment (3), which has a top lid (4); the housing (24) being C-shaped and set around the top lid (4) of the engine compartment (3).

15

32) The motor vehicle (1) according to Claim 31, in which the top lid (4) of the engine compartment (3) is transparent.

20 33) The motor vehicle (1) according to Claim 30, or Claim 31, or Claim 32, in which the frame (5) comprises a pair of vertical uprights (9), which are set on opposite sides of a passenger compartment (2) and carry hinged thereto the element (7) of covering; the lid (25) 25 of the housing (24) comprising two vertical fins (27), set laterally on opposite sides of the lid (25) and designed to rest on the vertical uprights (9) of the

frame (5) when the lid (25) is in a closed position.

34) The motor vehicle (1) according to any one of Claims 1 to 33, in which there is provided a transparent plane 5 panel (28), which is set substantially vertical and defines a rear window.

35) The motor vehicle (1) according to Claim 34, in which the transparent panel (28) is mounted so as to 10 displace parallel to itself in a substantially vertical direction between an extracted position, in which the transparent panel (28) comes out of the bodywork, and a retracted position, in which the transparent panel (28) is housed inside the bodywork in a respective seat.

15

36) The motor vehicle (1) according to any one of Claims 1 to 35, in which said first horizontal axis (8) is a fixed axis.

20 37) The motor vehicle (1) according to any one of Claims 1 to 35, in which said first horizontal axis (8) is a mobile axis.